

COMMITTEE ON PUBLIC SAFETY, HEALTH AND TRAFFIC

October 2, 2007
Aldermen Osborne,
O'Neil, Shea, Roy, Long

4:00 PM
Aldermanic Chambers
City Hall (3rd Floor)

Chairman Osborne called the meeting to order.

The Clerk called the roll.

Present: Aldermen Osborne, O'Neil, Shea, Roy, Long

Chairman Osborne addressed item 3 of the agenda:

3. Update from the Public Health Director.

Mr. Tim Soucy, Public Health Director, stated just three quick things I want to mention this evening. The first is just to bring you up to speed with where we are with West Nile and Triple E. You may have seen that we did have a crow test positive for West Nile virus a couple of weeks ago. It's a little bit unusual because we haven't seen positive birds for West Nile in a couple of years, but Manchester has the designation of getting the first positive bird for West Nile. It really doesn't tell us anything we don't already know. It's an indication that the disease is present in the community. We've known that since 2001. In an effort to better utilize our resources, we have stopped collecting birds. We are continuing to trap mosquitoes until the first frost. As of right now we have submitted over 35,500 individual mosquitoes for testing, all of which have come back negative. We will continue to do so until the first frost, and despite the weather report for the rest of the week, I hope it's soon rather than later. A little bit of bad news that I do want to share with you...We set out three sets of traps around the City and one of them was stolen, so unfortunately about a third of our testing capacity is gone. It's not a great expense, \$600 to \$800 in equipment. We did notify the community policing folks and they were going to keep an eye out if they came across it. It was up in the Rock Rimmon area. Unfortunately, part of our surveillance is now down because of that. The question still comes up, are we going to be spraying? At this point in time, even if we were to get a positive mosquito today, because the first frost is so imminent, we would take a hard look at spraying, so it's very unlikely that we will do any spraying this year. The positive side is that we saved a little bit of money, but I think the more important side of that is that we did not have

any positive mosquitoes or something epidemiologically that would really encourage us to go ahead and spray. So that's where we are with West Nile and Triple E. The next item I want to talk about a little bit is something called MERSA, which is Methasone Resistant Staff Aureus. We all carry a bacteria called staphylococcus Aureus. It's usually present in our nose. It's present in open cuts. You may have seen in the media over the last couple of weeks that some football players have contracted this very specific form of staff. MERSA, meaning Methasone Resistant Staff Aureus is a strain of staff that's resistant to the common antibiotics that we would use. The problem with it is, when you begin to develop drug resistance, it becomes harder to treat. There's quite a bit of research out there that shows football players are at greater risk for staff infections because of the constant contact. So if you have a football player that has a staff infection that's not properly covered or is still playing when they shouldn't be, there is a likelihood that that's going to be transmitted from person to person. What have we done to help combat it in Manchester? You may have seen that there were some players from Nashua North High School that this had been diagnosed in. They had played football against some of the Manchester teams. We've been working with Dave Gosselin, the City's Athletic Director, to provide information on what the athletic trainers should be doing, what they should be looking for. We've put all of our high school school nurses on notice and they are sort of monitoring what's going on in the schools as well with the teams. And we've been working with Parks & Rec to see if there is an appropriate method of disinfectant that they should be using that's something different than what they currently do. The issue of MERSA, and you may have heard the argument that it's the turf fields that are the problems. What the turf fields do is cause more abrasions on the skin, compared to grass, which is a greater likelihood that someone could get introduced with this MERSA or any staff infection. The turf fields don't carry it; the turf fields don't hold it, so to say, should we spend money to spray our turf fields and disinfect them in my opinion is a waste of money. As soon as that next person hits the turf then everything you've done becomes a moot point. The issue becomes cleaning locker rooms; the issue becomes trainers properly handling patients; the issue becomes, from a coaching perspective, if a child has this infection they need to be excluded for a period of time; it means washing uniforms; it means not sharing towels. This is how the bacteria gets transmitted. It's not because of the turf. It's typically because of unclean environments and our personal habits that are making us more susceptible to that. So that's a little bit on what we've seen with MERSA. We're continuing to monitor it; we're continuing to work with Parks on finding some new disinfectants that they may use. They sent us some MSDS's on a couple products today that we're looking at for them. So I think the City is being very pro-active in it's approach to protect our players from this bug. The last thing I want to mention is something that we're a little bit proud of and I want to brag a bit about. The National Association of City and County Health Officials, which is a nationwide

organization, has selected ten health departments across the country to begin an accreditation process. For instance, the Manchester Police Department is an accredited police department. They are beginning to accredit health departments, and the Manchester Health Department was chosen as one of the ten around the country to begin this effort. We're very pleased with that, and we'll certainly keep you up-to-date on what's occurring. It's probably going to be at least a year long process to go through the accreditation process, but it's certainly something we're very proud of, having been chosen as one of the ten for this initial pilot across the country. We'll certainly keep you up to speed on that as we progress. So that's the quick update for the meeting.

Chairman Osborne stated thank you, we'll see you next meeting.

Alderman Shea stated one question.

Chairman Osborne stated no questions. We're not going to run any questions tonight, with all four departments.

Chairman Osborne addressed item 4 of the agenda:

4. Update from representatives of the Police Department.

Deputy Police Chief Marc Lussier stated there are a couple of things I want to talk about this evening. I believe last month there was some discussion about the substations. I just want to brief you a little bit on some of the substations. We currently have six substations located at 275 Maple Street, 177 Lake Avenue, Elmwood Housing, Kelly's Falls Housing, Walker Street, and the new one at Kelly Street. Only three of these are manned. The substations are typically manned by volunteers, usually in the late afternoon/early evening hours, and the purpose of the substation is really, it's a base of operations within the neighborhood. It's a place for the officers to go to do some paperwork. They might have lunch there. They might use it for a meeting, a community meeting. We encourage citizens within the area to stop in there if they want to file a report. There is a misconception that the substations are manned by police officers all the time. That is not the case. It's more important to us to have the officers out on the street patrolling than to be sitting in the substations. We do have numerous volunteers. Sargent Kincaid from Community Police actually conducts training on a regular basis. He's held off recently because we just went through the implementation of our new CAD system and we wanted to get that up and running before we trained a new group in there. He is going to be holding a Citizens Police Academy in October, and he will also start some training for new volunteers. Walker Street substation has approximately 40 to 55 volunteer hours a month, on average, and the Maple Street substation has about 35 to 40 hours a

month, on an average. During 2007 we have 488 hours of volunteer work at the substations by the citizens of Manchester. There was also some discussion, I believe by Alderman O'Neil last time, he wanted to be kept apprised of our complement. Currently as you know, our complement is 225. Right now we have 214 sworn and 11 vacancies. Seven officers are at the academy. They will be graduating on November 16th. After that they will go through two additional weeks of training at the academy and then they will come back to the Police Department for some in house training and be with an FTO. By somewhere around January 18th they should be out on their own. By January 18th we will have a total of 19 new officers hitting the street. Some of those are already starting to hit the street. It's our intention to put six of those in the investigative division, which would be detectives, juvenile, domestic violence, and special investigations unit. The remaining will be in patrol and they will go to things...in patrol we just recently added another officer to traffic for enforcement. We will distribute those to include community police. There was also a question by Alderman Shea, I believe, last month, to be kept apprised of what happens at Sheridan-Emmit park. We've had a strong presence there on all shifts for the last month and we have spoken with the woman who filed a complaint. Her and her husband, by all accounts, from what I've been told, are happy with our presence there. There has been a positive impact and things are getting better there.

Lieutenant Hopkins stated I just want to tell you about a special enforcement day we did this month with the State Police. During that time we stopped over 150 cars, issued over 100 tickets, and a little less than 100 summons. Almost all of those were for speed. We got a great deal of input from the public as to areas of their concern and we tried to address them all. We'll continue to do this with the State Police. This is the second time we've done it. Similar results last time. We'll also do it on our own when we can. There are several events downtown that you should know about that are coming up that will cause some road closures for short periods of time. On the 7th is the Fire Prevention Parade. On the 14th is a Foot Race for the Fallen. That's a road race sponsored by the Police Department to honor our fallen officers. That will start at 11:00 and there will be some minor road closures for that, mostly in the area of the Police Department. And also that afternoon is the Breast Cancer Walk. There will be a large contingent of walkers leaving from Brady Sullivan and going south of the Millyard and then back up Elm Street. And also on the 22nd will be a Walkathon for lupus. They expect about 250 walkers. That should not tie up Elm Street that much.

Deputy Chief Lussier stated many of you deal with Lieutenant Hopkins and you've dealt with Sargent Bartlett. Sargent Bartlett has been promoted to Lieutenant. He is leaving the Traffic Division. Your new point of contact there will be Sargent Flanagan.

Chairman Osborne addressed item 5 of the agenda:

5. Update from representatives of the Fire Department.

District Chief David Albin stated good afternoon and thank you for giving me an opportunity to update you on what's going on at the Fire Department. At our last meeting I gave you a brief presentation regarding fleet conditions. I'd like to update that just a little bit. At that time I told you that Truck 1, the snorkel truck, had been put out of service due to cracks in the frame and structural conditions. It's since been shipped off via truck to Alabama. We expect it to be out for three to four months. It's all warranty work; it will be done at no cost to the City. It's a major job. They actually have to take the body off the truck to do these repairs so it's going to take a little time. Right now Truck 3, the ladder truck that's assigned to the Mammoth Road station, is down covering Truck 1. So up at the Mammoth Road station, the station is still open. Engine 10 is running out of there, but Truck 3 is down covering Truck 1. Truck 7, the ladder truck on Somerville Street, was involved in an accident on the first of August. It has since been sent out for repair. The work was done successfully. The truck looks great, and it's back in service fully staffed at the Somerville Street station. There has been no progress on Engine Truck 4, the truck that needs major repairs that's up on Hackett Hill Road. It's still being stored up at Station 10; the personnel that is assigned to that company is still assigned, and they're running a spare piece of apparatus. Also in regards to the fleet, aerial testing, the testing of all the ladder trucks for structural defects, for cracks, things along those lines; safety checks done by Underwriters Laboratory. They're scheduled to commence in November of 2007. Also last month I mentioned some training initiatives that are going on at the Fire Department. EMT re-certification is well underway. They began on the 12th of September and are scheduled to end on the 15th of December. We're one seventh completed. We do seven different tests and we did one last Saturday. Everything went well. Everybody passed, so one down, six to go. Also, one of the big initiatives in the City that we've been doing is the combined implementation of Computer Aided Dispatch and Records Management System. At the last meeting I told you that we were working along and getting the people trained and getting things done. I'm happy to report that the CAD training, the Computer Aided Dispatch training, all the dispatchers, people who receive and transmit calls for public safety have been trained 100 percent. Firehouse software, which is the records management portion of this, has been given out and all of the personnel have been trained to use that, so reporting is done. We've since implemented the CAD system. On the 25th of September at 4:00 in the morning we went live with it. There were a few minor glitches that happen every time you implement new hardware and software but all in all, kudos to everybody who did the work. They did a fine job. They maintained their composure and everything seems to be working well. We're about one week into this now, and everybody involved in the

project from the Fire Department, the Police Department, Info Systems, the vendors, everybody who has had anything to do with this has been really wonderful to work with. It's going well. If you talk to your constituents or you talk to people who are on the Fire Department, there's a few bumps in the road but we seem to be working through them very well and we're seeing things happening now that we've never seen before. We see information coming from Concord from 911 being dumped directly into the computer system. It seems to be working well. We're very happy with that. We're also looking to implement, or install, I should say, some of the software in the hospitals. We've already done the cabling for this. It's all part of a Homeland Security type thing, and the Info Systems people and our own people are working to get that done. As Lieutenant Hopkins mentioned, on the 7th of October we'll be having the Fire Prevention Parade and Muster. It kicks off at noontime from Salmon and Elm Street. It runs down to Merrimack and Elm and then easterly on Merrimack Street; it terminated at Central Fire Station. Immediately following the parade we'll have the annual muster. The muster has been going on now for about 23 or 24 years, and the parade has probably been happening for about 50 years. So, we look forward to seeing everybody there. It's an open house at the Fire Station. Everybody's welcome. In regards to fire activity, there has been no major fire activity since we last spoke. That doesn't mean we haven't had any fires. It just means that we haven't had any multiple alarm fires where things are of any serious consequences. Fires come in, personnel goes out. They put the fires out and that's the end of it. In regards to EMS activity, we've been busy. We're averaging about 52 to 53 calls a day. That's combined fire fighting and EMS. On the personnel front, we currently have six vacancies; one captain, four firefighters and one administrative service manager positions. Other than that, everything else seems to be moving along. We notice no difficulties.

Chairman Osborne addressed item 9 of the agenda:

9. Communication from Luke Gutelius submitting a proposal regarding changing of the current Winter Parking regulations.

On motion of Alderman O'Neil, duly seconded by Alderman Roy, it was voted to discuss this item.

Alderman O'Neil stated maybe it would be possible, Mr. Chairman, to submit this to the Director of Public Works for his review. I served on the Board in the late eighties when we changed from no parking at all for the winter to the odd/even parking system. That was a step forward. I have some issues with this particular proposal. We've had some mild winters so there haven't been the challenges of the past, but when we've been lenient on parking, it has caused us to go back later, at a significant cost to the City to post streets, to get graders in there to get the ice

up and push the banks back. Out of fairness to the gentleman, it might be appropriate to hear back from the Director of Public Works regarding this. It is primarily set up regarding snow plowing and snow removal.

Alderman Shea stated there is concern about when the odd/even goes into effect. Sometimes it goes into effect earlier than when snowfall is coming and it's in place later. Therefore I think that in submitting the request of Alderman O'Neil, I would like them to really look at the time that they implement this, whether it should be implemented a week or two later and then the removal a week or a month earlier. Obviously some of these things don't make sense because sometimes with these limitations and restrictions people can't park on one side or the other in April when there's no snow at all. And so basically I'd say they should review it to see whether or not there should be a change made, of course depending upon the weather. That would be something I would add to what Alderman O'Neil said.

Chairman Osborne stated and depending on the sweeping, how much they have not swept in the spring. That's the big thing with it.

Alderman Shea stated well sometimes that interferes because you have parking on one side and no parking on the other, and so forth. So I would say. this should be part of the scenario as well. That would be another dimension, let's say.

Chairman Osborne asked is Mr. Gutelius here at all? No? Okay.

On motion of Alderman O'Neil, duly seconded by Alderman Long, it was voted to send this item to the Public Works Director for his review and consideration.

Chairman Osborne addressed item 10 of the agenda:

10. Communication from Heidi Roy, NH Development Coordinator of the National Multiple Sclerosis Society, requesting use of Arms Park for the 2008 MS Walk scheduled for Sunday, April 20th from 9 AM till 6 PM for set up and clean up.

Chairman Osborne stated I'm going to refer this to the Parking Division.

On motion of Alderman O'Neil, duly seconded by Alderman Shea, it was voted to refer this to the Parking Division.

Chairman Osborne addressed item 11 of the agenda:

11. Communication from Brigit M. Ryan, American Cancer Society, requesting to paint either pink ribbons at route intersections or a pink line down the middle of the streets in conjunction with the Making Strides Against Breast Cancer 2007 Walk scheduled to be held on Sunday, October 14th.

On motion of Alderman O'Neil, duly seconded by Alderman Long, it was voted to discuss this item.

Alderman O'Neil stated I believe Ms. Ryan is here, and maybe we would ask her to come up. Brigit, how many intersections did you have in mind? I know when we spoke on the phone you thought maybe a couple.

Ms. Brigit Ryan, American Cancer Society, stated I had originally thought of the intersection of West North and Elm as well as Bridge and Elm.

Alderman O'Neil asked and are you suggesting the ribbons over painting a line? If you were going to paint a line, where would you see that?

Ms. Ryan responded we were going to do the line, I was thinking, down the middle of the street, along the entire route.

Alderman O'Neil stated pretty ambitious.

Ms. Ryan stated I think the ribbons would be great.

Alderman Roy stated I do support this. I think it's a great event and a great cause. So I would look to ask more questions about size and permanence, much like we did with St. Patrick's Day – temporary painting on Elm Street. It's still there? How big were you thinking of?

Ms. Ryan stated I went yesterday and talked with somebody about a stencil and I believe it would be about eight feet long by four feet wide. I had to send him a file of the ribbon so he would be able to...

Alderman Roy asked and you're thinking of two locations for the ribbons?

Ms. Ryan responded yes.

On motion of Alderman Roy, duly seconded by Alderman Shea, it was voted to approve the painting of ribbons at the two locations specified, each approximately eight feet long and four feet wide.

Alderman O'Neil stated she may want to coordinate...I spoke briefly to Lieutenant Hopkins about this, just to make sure logistically, someone doesn't get hurt doing this, especially at Bridge and Elm is a very, very...Are those your specific requests: Bridge and Elm and Brook and Elm?

Ms. Ryan responded North and Elm, and Bridge and Elm. Would it be possible to do Granite and Elm, or is that pushing?

Alderman O'Neil stated my concern, having a little experience with the shamrocks, is there has got to be a safety factor in painting because...I'm just thinking the logistics of Bridge and Elm can be a little hairy, as could Granite and Elm. Maybe they could work with the Police Department to coordinate what would be appropriate from a safety standpoint. And maybe just Lieutenant Hopkins could report back to us on that.

Alderman Roy stated if I could just amend that motion, Mr. Chairman, to do the three locations and include asking our Police Department and Traffic Department to work with the organization for maximum safety.

Alderman Shea duly seconded the amendment. There being no opposition, the motion to amend was passed.

Chairman Osborne addressed item 7 of the agenda:

7. Ms. Brandy Stanley, Parking Manager, has submitted the following items for discussion and action by the Committee:
 - a) In Vehicle Parking Meters pilot program proposal including proposed ordinance amendment:

Amending Chapter 70: Motor Vehicles And Traffic of the Code of Ordinances of the City of Manchester; 70.48 by adding a new section (E) to allow the Parking division to move forward with an In Vehicle Parking Meter pilot program in accordance with the presentation approved by the Mayor and Board of Aldermen."
 - b) Mobile Parking Enforcement
 - c) requesting authorization to grant SCORE Parking Decals and additional street parking for Verizon Wireless Arena staff October 10th through the 20th during the upcoming circus event.
 - d) requesting clarification of responsibilities between the Parking Division and Highway Department.

Ms. Brandy Stanley, Parking Manager, stated what I'm asking for today is the authorization to go forward with a 60-day pilot program for a program that is in fairly wide use in Europe and is gaining a lot of market share for in-vehicle parking meters. I have three of the devices here. I don't know whether you want to see them or not. Basically, in a nutshell, what they are are parking meters that actually go with an individual's vehicle. As you can see, they are all small, portable devices. The customer would obtain one of these devices, set up an account with a vendor, and load it up with funds, much like the EZ Pass program. You'd put a certain dollar amount in the account, and then as you use the account, the funds in your account go down. The customer would park in a metered space, and it doesn't matter whether or not it's a Pay & Display or a single space meter. They would activate the device, and what I mean by activate depends on which device you're actually using, because there's different ways to do all three of them, and place it on the dashboard. The customer would then not have to go to the meter and pay it, and the PCO's when they came by for enforcement, would look on the dashboard for any one of those three devices and insure that they are activated correctly, and that they're actually turned on and haven't expired. The devices themselves in general will be programmed with the rates and the time zones that are available, and in this case there would be three: the ten hour limit, the two hour limit, and the Merner lot. When the device is activated, the customer would select which area that they're in, with the appropriate location or code or phone number as the case may be. The PCO's again, would verify that the correct location is used, verify that the time or money has not expired, and verify that the vehicle has not overstayed the time limit, all of which is indicated on those parking meters. Obviously this is a convenience to the customer because it eliminates the need for them to go pay their parking meter, which during the winter can be an issue, because if you're paying a Pay & Display, you have to get out of the car, buy the receipt, go back to your car, and then after you place the receipt on your dashboard, you go back across to the sidewalk. This eliminates all but one of those steps. We think that most of the market share we're going to get from this is going to be frequent parkers downtown who mostly use credit cards. Credit card fees right now are 22% of our revenue. Though the fees associated with any one of those three meters vary, they are all less than 22%. So we believe we can replace credit card revenue with revenue from those meters, at a lower cost to the City. One of the things that I found out since I actually prepared this and sent it over was that Concord is seriously considering doing a pilot program with one of these devices and Portsmouth has already committed to it. They're going to be running their pilot program in October. Should all three cities decide to use the same technology, a customer that purchases one of these meters in one city can actually use it at any of the three cities. The reason I'm proposing a pilot program with these three different devices is because the technologies and procedures are significantly different across the three vendors, and there are advantages and disadvantages to all three of them. I don't know how it's going to work for us,

how it's going to work for enforcement, and how it's going to work for the public. So that's information that we really need to get before we make a decision. The vendors that we're proposing are eParkSystems, ParkMagic, and Login Parking. I did originally have Unipay on here. However, we've decided not to test their equipment because their technology is substantially the same as the ParkMagic technology, and there's no reason to test two devices with the same technology. Again, we're looking to do a 60-day test. We're going to test three devices, and we're going to have fifty parkers per device, using them during the testing period, and all three of the vendors have agreed to provide the pilot program testing and support at no cost to the City. What we'll do is put together pre- and post- test surveys to be given to the parkers that are using the devices, the Parking Division administration, and the PCO's. Once the results are evaluated, we will make a decision whether or not to recommend that we move forward with the program, and if we do move forward, then we'll begin negotiations with the best vendor. In terms of participant selection, the Parking Division reserves the right to fill up 25 places in total at its discretion. There are some people that we believe we need to get input from. The applications will be open to the public, and the Parking Division will accept applications beginning at 8 AM following the date of advertisement. Places will be awarded on a first come, first served basis until all places have been filled, and accepted participants must meet the outlined selection criteria, which are that they park at meters no less than three times each week during enforcement hours, not have any past due parking violations, be willing to pay all parking and other fees associated with the program, and be willing to pay any valid tickets that they receive during the pilot program. And that's pretty much about it in a nutshell. If anybody has any questions...

Chairman Osborne asked is this parking City-wide with these?

Ms. Stanley responded yes.

Chairman Osborne asked it's not specific areas or anything?

Ms. Stanley responded no, it could be at any meter, whether it's single space or Pay & Display.

Chairman Osborne asked does it require any more help? Is there any cost?

Ms. Stanley responded no and no. There is no cost during the pilot program for any of the meters and it doesn't require any additional help. All the administration for two of them is administered by the company. The revenue is collected by the company for those two as well. And the PCO's are already looking on the dashboard, so it doesn't represent any type of departure on what they are already doing.

Chairman Osborne asked how about cost after the pilot program?

Ms. Stanley responded that depends on the device and what the negotiations bring forward. The maximum would be a management fee of 20 percent. The minimum is no cost to the City at all. The customer bears all of the cost.

Chairman Osborne stated I was just looking at these four that you gave me here, or three. There's a blue and a silver one and a yellow one, I think it is, right? Or is it a white one? It looks like, you know, when we're talking weather and you have those on the dashes, and it's raining or it's snow. You can't get the ice off the windshields, or whatever it might be, a couple of those would be very hard to see. The only one I could see that would possibly be any good would be the white one. That's my...even then, how are you going to be able to see these on a dash in bad weather?

Ms. Stanley responded that's actually something that we deal with with the Pay & Display receipts right now. I don't think that's going to change any with the use of these parking meters because, for the most part, what happened last year with the Pay and Display receipts, if it was snowing or it had snowed the night before, the only time we run into a problem is when cars are parked on the street and it snows on the car. If it snowed the night before, one would assume that a driver would clear his or her windshield before he actually gets to the parking place. So that didn't create a problem. If it's snowing hard enough to cover the windshields substantially during the day, we usually have more pressing problems to deal with than trying to read payments by receipt on the vehicles.

Chairman Osborne stated basically let me have just one more. I could ask a few but let me get one more here that really puzzles me. When you have a meter like this and you park on the street here and you have a limited parking of two hours. So, if you're parking two hours and you have one of these meters on the dash, that thing could run forever. Who's going to police that?

Ms. Stanley responded no, actually, they don't. The meters are programmed to expire after two hours if they're parked in a two hour time zone.

Chairman Osborne stated so they still would have to come out of their office, or whatever it might be, come back downstairs, and re-activate this.

Ms. Stanley stated if they're parked in a two-hour time zone and they exceed the limit, then they need to move their car because of City ordinance. But if they only purchased an hour and they stayed for two, one of the devices you can actually call and add more time onto. The other two you would actually have to come down and reactivate them, which again is why we want to run the pilot because we don't know...

Chairman Osborne stated the abuse that that could cause. And how long...Okay, I'm going to give somebody else a shot.

Alderman O'Neil stated one of the questions I was going to ask Brandy is similar to Alderman Osborne's regarding the weather. It predated you, but there was, to be honest with you, there was no consideration taken to snow and all that, as part of this. What is the actual time, the two months, if you get approval from the Board, that you would do the pilot?

Ms. Stanley responded it will probably end up being November and December. So we probably won't get a whole lot of snow but we probably will get some.

Alderman O'Neil stated I think if we're going to make...I like you thinking out of the box. I just want to make sure we...a lot of these technologies, including Pay & Display, are not...they're starting to become prevalent in the Northeast, but if I recall, Buffalo was the only one who may have had one until Boston started and we started. So, I'd like to almost insist that we do get a little bit of snow and cold weather out of this, even if it pushed it out two and a half months, or something. I like the thinking out of the box though, and I think we need to consider that factor. We also had a very mild winter last year. So that can be somewhat deceiving. Just trying to figure this out. It's a first come, first served basis, the users?

Ms. Stanley responded for the pilot program.

Alderman O'Neil asked is there any downfall if they all came from theoretically from a two or three block radius? Does it really matter where they come from, I guess is my question.

Ms. Stanley responded I don't think it does, as long as they park at any meter in the City longer than, you know, for three times a week, I think we'll get the information that we need.

Alderman O'Neil asked and is there a ballpark cost or do you want to go through the pilot program first before we...Will we go out for RFP's after that?

Ms. Stanley responded I think the pilot program is going to give us the information we actually need to make a decision. I've thought about sending out an RFP but frankly because the technologies between these three are so different, it would be very difficult to write an RFP.

Alderman O'Neil asked is that within the procurement? Can we do that under the procurement code?

Ms. Stanley responded yes, because we're not actually purchasing anything.

Alderman O'Neil stated and just one final question, if I may: What's the term that's used when people move cars from space to space, shuffling?

Ms. Stanley responded we haven't come up with a term for it yet.

Alderman O'Neil stated I thought I've heard other cities use the term shuffling. Do these help prevent shuffling or make no difference in shuffling?

Ms. Stanley responded they don't make any difference.

Alderman O'Neil stated so if somebody just happens to come out and moves to the very next spot...

Ms. Stanley stated per the ordinance, I can't ticket them.

Alderman Long stated Brandy, a couple of things: Are we testing four devices or the three that we have here?

Ms. Stanley responded only three. The UniPay has basically the same technology as ParkMagic. ParkMagic has more market share and it's been in the United States longer. Plus, they're a Bedford company, so we decided there wasn't any point in testing two devices that had the same technology.

Alderman Long stated so that will be 150 pilot customers and we'll be getting them from all areas, as far as the permit, ten-hour, two-hour, from all over the City to get a true pilot test?

Ms. Stanley stated that's our hope, yes.

Alderman Long stated and just run through this quickly for me. If I was a customer and I bought one of these, let's say I was parking downtown at a two-hour parking spot, I would enter the code for two-hour parking?

Ms. Stanley responded depending on which one you use, yes. The white one and the yellow one, yes, there will be zones programmed in those meters, and you simply have to turn a device on and scroll it up or down to the two-hour or the ten-hour, or the Merner Lot code. The ParkMagic one, it's actually a different 800 number that you call from your cell phone to activate it when you're parking. And depending on which zone you are, the 800 number that you call...There would be three 800 numbers that you would call. And when you actually called it and the device turned on, it would show on the device which number you called so the PCO's would be able to make sure you had called the right number and had the right code in there.

Alderman Long stated the PCO would know what the code was and they would be looking through the windshield? Instead of looking for the tag, they'd be seeing what code I'd picked and they would know when I started parking there?

Ms. Stanley stated the meters will not...If you pick the correct code for a two-hour parking limit, the meter will not let you purchase or it will not stay on longer than two hours. So if you hit the code for two hours and it started counting down...It starts at two hours and then counts backwards. When it hits zeroes, it shows that it's a ticketable car.

Alderman Long stated so the PCO will see how much time is left. And they would also be able to drive to another spot, if they had another half hour and park for twenty minutes.

Ms. Stanley stated that's correct. On two of the meters you actually turn them off when you're not parking, so you would come in, you would turn it on, and when you came back to your car you would turn it off, and it would stop the meter. The third one emulates a Pay & Display receipt so however much time you pick when you first call it in, that's how much time you get, and you can't stop it, but in that case you could take it somewhere else, just like you do with the Pay & Display receipt.

Alderman Long stated so on one of the meters, if I punched in two hours and parked for one hour, I can punch it to stop it, go somewhere else and get the remaining hour?

Ms. Stanley stated yes.

Alderman Long stated okay, and I would pay whatever, \$50 deposit and have credit for \$50, and this would be going through the company or this would be going through your department?

Ms. Stanley answered two of them you would go through the company; the third one you'd do through the Parking Division.

Alderman Shea stated I'd like you to give me a little more explanation about the vendors. I think that's very significant. And your interaction with them and so forth.

Ms. Stanley stated I've met with all three of the vendors. As I said, the ParkMagic vendor is a Bedford company. Their parent company is from Ireland. They have a very, very large market share in Europe, and they have the largest market share in the United States. They recently started with Chicago. They're doing Lansing, Michigan. They're running numerous pilot programs throughout the United States. Their technology is very interesting, but it's also the most expensive. Incidentally, that meter is the one that Portsmouth and Concord will be pilot programming as well. The eParkSystems is a fairly new company. It's a United States company, They're running a couple of pilot programs now. Where exactly they are in terms of actually getting cities on line, I'll find out next week because they're coming up to meet with me on the 4th. They have some interesting ideas about their future development, which the other companies don't have, so I'll be interested to see what they can do for us in the future. Login Parking, the yellow meter, is an Israeli company and I don't believe they have any active cities in the United States. However, they do have several active cities in Europe.

Alderman Shea states so, the decision that you're going to make will be predicated upon several factors. In other words, can you give me something of the timing? I know Alderman O'Neil went into that but let's assume we approve this today, the implementation. Then what happens after that, just you know in kind of a limited sense?

Ms. Stanley stated well what we would do before we actually started the pilot program is complete meeting and set up the program with each individual vendor, which probably will take most of the rest of the month of October. We need to clear their accounting practices through our IT department because all three of them actually take...well, two of them actually take online credit card payments. We need to make sure IT is comfortable with how they do business. Once everything has been set up, then we'll start the pilot program which at the earliest will be November 1st. I certainly don't have a problem with pushing it out to November 15th or December 1st, which would give us more of the snow weather. And then after we've completed it, we'll evaluate the data that we got in terms of enforcement and the information we get in the back office, and what the customers actually like, compare it together and then basically make a recommendation on whether the program is right for the City and if it is, which vendor we feel would be most successful.

Alderman Shea stated and then a final question: How are you going to let the public know, the general public? What means are you going to use so that people will be able to understand and take advantage of this?

Ms. Stanley responded what we were planning on doing is probably placing an ad in the Manchester Daily Express and possibly the Union Leader. We want to advertise specifically to the people that park frequently downtown, if indeed that's necessary. The last time there was a story run on the parking meters being for sale for \$15 a piece, we sold out in an hour the next day. So, depending on what happens in the next few days, if we get any response from the public, we may not have to do that.

Alderman Shea stated yes, but I think Alderman O'Neil mentioned that sometimes people have an inside track on what's going on, and the other general public, who may or may not want to take advantage, aren't really notified, at least from the same point of view of the others who have an inside...So I think that it should be available for everyone's evaluation, so they may or may not want to take advantage of it. And I think that's very critical, in my opinion.

Ms. Stanley stated we'll make sure we place ads.

Alderman Lopez stated thank you, Mr. Chairman, just a couple of comments. In reference to Alderman O'Neil, I see the ordinance is in force for 120 days so to limit yourself for 60 days, you might look at that because if you go to January...You might want to go three months with it, whatever the case may be, if the Committee agrees with that. It will go along with the ordinance which is here for 120 days. When it goes to Bills on Second Reading we'd pick that up. In reference to the 25 people you're going to select...Is that correct? First come, first served?

Ms. Stanley responded 125 will be first come, first served. The Parking Division is reserving the right to assign 25 people devices at its own discretion.

Alderman Lopez stated and I was wondering if there was a big cry for them, of people coming downtown to spend three hours, maybe a lottery, if you're only doing 25, maybe 50 would be more reasonable if there's a lot, you know. It's just an idea because if you get 150 or 200 people that want this, it's possible. It's a good gadget.

Alderman Roy asked Randy, you listed off the four vendors and I'm not sure which vendor matches which piece of apparatus up here. Could you in the near future, give us a list of cities that are doing this and who they have? You mentioned that there is an Israeli company that had no one in the United States using their product. I think we should hold that to very high scrutiny of service and what they're doing and what their promises are. Again, local companies always seem to be responsive. I don't know if anyone in New Hampshire is actually producing these but I tend to think the technology is out there. I have severe concerns as to, like Alderman O'Neil, can this be visible more so than the tags that we currently put out of our Pay and Display meters. In looking at those, even sitting here playing with them, turning them on and seeing how much time was left, seeing how much money was left in the accounts. They're hard to read. And I'd like to see if there's a possibility that we can make it as PCO friendly as possible.

Ms. Stanley stated in answer to that, I know that that's a concern that I had had. At least two of the devices...those are actually not the most updated devices...at least two of them had red lights and green lights when they're actually on and when they're expired, which will help.

Chairman Osborne stated Brandy, I'm going to ask you one more question and then we're going to wrap this up. Basically, is there any other state that has the weather we have that have these?

Ms. Stanley asked state?

Chairman Osborne responded city, state, whatever.

Ms. Stanley stated yes, there are several cities in the United States.

Chairman Osborne asked with the snow and everything else?

Ms. Stanley responded Lansing, Michigan. They did a pilot program and now they're up and running. Chicago is as well.

Chairman Osborne stated I want to ask you a question: On B, C & D here, does this have to be this evening or can this hold off till next meeting?

Ms. Stanley stated probably C because it's time sensitive with the parking for the Verizon Arena during the circus.

Chairman Osborne stated okay we can get a motion on that right away.

On motion of Alderman Shea, duly seconded by Alderman Roy, it was voted to approve the segment of C authorizing additional street parking for Verizon Wireless Arena staff October 10th through the 20th during the upcoming circus event.

Alderman O'Neil asked that's on C or on A?

Chairman Osborne responded that was C.

Alderman O'Neil stated then we need to take some action on A.

Chairman Osborne stated yes, we will get that. I just wanted to get these others out of the way because we haven't got much time left here.

Alderman Roy stated Mr. Chairman B is of quite importance to me, the Mobile Parking Enforcement.

Chairman Osborne stated I'm going to get to that, Mr. Roy.

Alderman Roy stated I thought you said...

Chairman Osborne stated we'll take a motion on that. Is there anything else, Brandy, in the C and D?

Ms. Stanley responded no.

Chairman Osborne stated okay, so we can put that off, Carol?

Deputy City Clerk Carol Johnson asked item D you're putting off; item C you've acted on?

Chairman Osborne asked wasn't there something else on C besides the...

Ms. Stanley stated the Parking Decals for the Pine Lot for one of the offices in the federal building, that can probably wait too. It's probably going to take a little bit of explanation.

Chairman Osborne stated yes, right. So I can hold off, right?

Deputy Clerk Johnson asked can we just go back and deal with item A and walk through that completely so that we can keep this straight?

On motion of Alderman O'Neil, duly seconded by Alderman Long, it was voted to approve A, the Vehicle Parking Meters pilot program, including the necessary amendment to Ordinance 70:48.

Alderman O'Neil stated and Brandy will report back to us after the pilot before she goes out and...

Alderman Long stated it's 120 days, correct?

Ms. Stanley stated yes.

Deputy City Clerk Johnson stated but my understanding is you want that to go to the Board this evening. Am I correct?

Ms. Stanley responded that would allow me to get moving on it, because it's going to take probably 45 days to set it up.

Chairman Osborne stated and C, we're just going to take a portion of C, and that was the Verizon?

Deputy City Clerk Johnson stated item C you acted on, the Verizon Wireless Arena for the circus. That's completed.

Chairman Osborne stated whatever's left on there we'll carry over to the next meeting and for D, we'll carry over to the next meeting.

Deputy City Clerk Johnson asked and item B, are you going to address that?

Alderman Long stated just a clarification if I may, Mr. Chairman. On C, the SCORE Parking Decals, that was also included in that?

Ms. Stanley stated that was part of the letter but I believe the Committee voted to table that.

Alderman Long stated okay, so that's not part of C then?

Chairman Osborne stated no.

Deputy City Clerk Johnson stated C was dealing with the circus, am I correct?

Chairman Osborne stated circus only.

Deputy City Clerk Johnson stated the balance will be carried over. All set with A, C, and D. Item B you did not address, and Item 6 you didn't address before that.

Chairman Osborne stated I'm going to get to that. Are we all set with Randy?

Deputy City Clerk Johnson stated I think Alderman Roy was asking you to take up item B which is the Mobile Parking Enforcement part of Brandy's communications.

Chairman Osborne stated go ahead Mr. Roy.

Alderman Roy stated the two vendors that you have, Brandy, listed in the back of our package, one is \$55,000 up front and the other is zero up front but a percentage of collections. What is that percentage?

Ms. Stanley responded actually it's both the same technology. Both options use the same technology, Autoview. Paylock, which is the second vendor, installs the same technology that would cost us \$55,000 to \$60,000 were we to buy it direct, free of charge. They've given me some preliminary pricing based on the numbers that I gave them. They would collect \$70 every time we put a boot on. And then they would also collect a small percentage of whatever the parking fee was. I have not had a chance to have further discussions with them on whether or not they'd be willing to come down on it. I also haven't had a chance to run the numbers and find out what the net positive effect to the City would be. So I need to do some more research.

Alderman Roy stated so if we were to approve the technology and you're going to bring back financials, would that help you move forward?

Ms. Stanley responded yes.

Alderman Roy stated I'd like to make a motion, Mr. Chairman, that we approve her going forward with the technology, and that she come back to us with at our earliest meeting or a phone vote for which technology and which is the best return for the City. The motion was duly seconded by Alderman Shea.

Alderman O'Neil asked Brandy, did you say the name of the vendors is Autoview and Auto Pay something?

Ms. Stanley responded Autoview is the one that we would go directly to the manufacturer and install for the \$55,000. Paylock is the other vendor that uses Autoview's technology but also provides us all of the technology and all of the boots for free, and then takes payments over the phone from people that are booted and basically provides the service. We could get a lot more done with that vendor.

Alderman O'Neil asked so by approving this, what are we doing tonight?

Alderman Roy stated letting her know that one of those is going to be a vendor in the next, hopefully, sixty days. That the 1,400 vehicles that are currently driving around that should be booted can be booted as soon as we can get this technology up and running.

Alderman O'Neil asked does she need to do an RFP on this?

Ms. Stanley responded I'll check, but I don't know if there are other vendors that provide the same service, so if we can I will. If we need to sole-source it because there aren't any vendors that can do the same thing then...

Alderman O'Neil stated for some reason Autoview rings a bell, like I saw that in a magazine or something. I think it's pretty good technology, isn't it?

Ms. Stanley responded it's very good technology.

Alderman O'Neil stated you put it like, not on a golf cart but on an ATV or...

Ms. Stanley stated you can put it on a vehicle. In this case we would use our existing PCO truck. You can put it on a golf cart; you can put it on anything.

Alderman Roy stated Brandy, it's my understanding that Autoview is the company that Massachusetts is using in toll booths to pick up stolen cars.

Ms. Stanley stated I don't know but I wouldn't be surprised if that was the case, and we would also have that technology if we put a system in.

Alderman Roy stated and if you could also refer possibly to Lieutenant Hopkins your findings, so that this has some police application as well.

There being no opposition, the motion of Alderman Roy carried.

Chairman Osborne stated thank you, Brandy. I just want to get the Traffic Division's agenda here. I just want to get this approved. Are you all ready for this one? Do you have the addendum there? We're taking it all in one shot here. We have no time.

Alderman Roy stated I neglected to get something to the Traffic Division, if the Committee will work with me. It's replacement of No Parking signs on the north side of Harold Street – excuse me, the east side of Harold - and a Stop sign on the corner of Patricia and Fairfield Streets.

Chairman Osborne asked are they there now?

Alderman Roy stated I believe they've been stolen, but I just want to make sure that they're on the record. Then Jim can look into that

Chairman Osborne stated Jim can take care of that without an ordinance. They're already ordinances, aren't they, right?

Alderman Roy stated I just want to make sure they're ordinances if they weren't in the first place.

Chairman Osborne addressed item 8 of the agenda:

8. Chairman Osborne advises that the Traffic Division has submitted an agenda, which needs to be addressed as follows:

Stop Signs – 3 Way:

On Beech Hill Ave., at Beech Hill Drive, SWC, NEC
Alderman Garrity

Stop Sign – 4-Way:

On West Mitchell Street at Brown Ave., SEC
Alderman Garrity

Stop Sign:

On Livingston Park Driveway at Beech Street – NEC
Alderman Roy

No Parking Anytime:

On Villa Street, south side, from a point 72 feet east of Belmont Street to a point
45 feet east
Alderman Shea

Rescind Crosswalks:

On South Mammoth Road, south of Aurore Ave.(Ord. 2040)
Alderman DeVries
On South Jewett Street, north of Vinton Street (Ord. 1982)
Alderman Shea

Crosswalks:

On Vinton Street, west of South Jewett Street
On Candia Road, west of Talbot Street
On Talbot Street, south of Candia Road
Alderman Shea
On South Mammoth Road, south of Jack Lovering Drive
Alderman DeVries
On Webster Street, east of Tory Road
Aldermen Gatsas and Roy

Rescind No Parking Anytime:

On Jackson Street, north side, from a point 90 feet east of Mast Road to a point 65 feet east (Ord. 8984)
Alderman Smith

ADDENDUM

Crosswalks:

On Beech Hill Ave., east of Beech Hill Drive
On Beech Hill Drive, south of Beech Hill Avenue
Alderman Garrity
On Wilson Street, north of Grove Street
Alderman Osborne

No Parking Anytime:

On Calef Road, west side, from Wyoming Avenue to a point 150 feet north
Alderman Garrity
On Ash Street, west side, from a point 20 feet south of W. Hancock Street to a point 20 feet south
Alderman Smith

Rescind No Parking During School Hours:

On Joshua Drive, north side, from Hoyt Street to a point 140 feet westerly
On Joshua Drive, north side, from a point 205 feet west of Hoyt Street to Roysan Street
On Rockwell Street, east side, from Purdue Street to Tilden Drive

Aldermnan DeVries

2 Hour Parking – 8AM-6PM

On Temple Court, east side, from Harrison Street to a point 100 feet northerly
Alderman Long

Chairman Osborne stated I'm waiting for Mr. O'Neil.

Alderman O'Neil stated I'm going to vote for it with the exception of two items, so you can call for the vote.

On motion of Alderman Long, duly seconded by Alderman Shea, it was voted to approve this agenda. Alderman O'Neil stated that he was in favor of all items except for the three-way and four-way Stop signs that we're using for speed control. Improper application; not directed at Alderman Garrity, but just in general.

Chairman Osborne addressed item 6 of the agenda:

6. Wayfinding Sign Package submitted by the Director of Planning and Community Development.

Mr. Bob MacKenzie, Director of Planning and Community Development, stated thank you Mr. Chairman, and I recognize it's a tight agenda tonight. You had a lot of things to cover. Meena Gyawali is here with me with a staff who have been working on the signage program. Just to be brief tonight, we were before the Committee last year in trying to develop a Wayfinding signage package that does several things, including making the City more attractive and that means more attractive to business, getting rid of some of the clutter. We have a tremendous amount of signs around the City. Once you have too many signs, people start to not notice them anymore. And thirdly, to help people find places they want to go to, and particularly some of our major attractions. So we've been back after the Committee met and provided some things. We provided a package at Elm and Salmon Street that the Committee was looking for, a before and after, what the intersection would look like before and what it would look like after. And I think the Committee does have color copies, don't they? So we're here tonight to basically show the prototype that we had put together. The pilot area would be the north downtown. We have funds to do this north downtown area, which is primarily Amoskeag Rotary, Elm Street and Salmon Street, and a little further down. And we would be looking tonight for action by the Committee so that we could go out to bid and put this particular prototype up. This is actually a prototype that would go at the corner of Salmon Street and Elm Street. There's

actually a second sign as well at that intersection. We have funding to do the prototype, so we would be looking for your approval to do the pilot area and to approve the procedures that we've established here. You will notice that the prototype sign would be a little bit tougher to have graffiti on. Not impossible, obviously.

Chairman Osborne stated that one I see it 50 feet off the ground.

Mr. MacKenzie stated we're also looking at some applications on the exterior of it that reduces or makes it easy just to wash off graffiti. We recognize that. We did talk to Jim Hoben about maybe damage to the sign and maybe a slightly different...This is a prototype. We may want a slightly heavier aluminum gage that Jim recommends. We are looking at those. Again, this is kind of a test area.

Chairman Osborne asked so this would come out of the Highway or the Traffic?

Mr. MacKenzie stated yes, we have the money to put them in initially, but eventually they'll have to be maintained.

Alderman O'Neil asked did I hear you say you were going to hire a contractor? Wouldn't the intent be, we want the Traffic Division to put these in, so wouldn't they be the appropriate party to put it in to begin with?

Mr. MacKenzie responded this one prototype, we do have monies and they would install it, just so people can see. And then we go out to bid in conjunction with Highway and the Traffic Division. Ultimately we can decide whether we want a contractor to install them or if they were to be installed by the City.

Alderman O'Neil stated and secondly we have to take into consideration the right of way, and them being into the right of way of...We have thought about that and we have a location where they're not in the middle of the sidewalk, so that they're avoiding a tractor/trailer coming by in the street? That's all been considered? Meena?

Alderman Shea stated I'd be more concerned as time wore on about the maintenance. You're saying that that responsibility would either be the Highway or the Traffic Department. Is that right, Bob?

Mr. MacKenzie responded yes, likely the Traffic Division. If you look at this sign you'll see that the front plate actually comes off. So we are looking at ways that, for example, the Traffic Division could simply replace a front plate, which will help the long term maintenance.

Alderman Shea stated one of the problems is that sometimes people don't know when something is either vandalized with graffiti and so forth, so who would be responsible for, not the maintenance, but the prevention of certain things...being aware of problems. Is that still going to be the Highway or is that part of the police, or have you looked into that at all?

Mr. MacKenzie stated it would be, such as our other traffic signs, the Traffic Division would be in charge of those and we did want to keep them as the focal point for the...

Alderman Shea stated the Traffic Division of the Police Department would be sort of involved with that, and then the Traffic Department through the Highway would be involved with the maintenance and so forth. Is that correct?

Mr. MacKenzie responded yes.

Alderman Roy stated Bob, while I greatly, greatly support the changes, the pictures in our package tonight showing Salmon and Elm Street show Southern New Hampshire, that center which is the VA Hospital, Temple Israel, things that, with that being the replacement in the next picture, aren't on there. Southern New Hampshire is one of my constituents. The VA...I find that, though I love the sign, that we need to be somewhat more encompassing. We're guiding people to City Hall where four people that don't work here came today, but we don't have a Verizon Wireless sign at that same intersection, where there is one currently on the steel signpost at the corner of Salmon and Elm. I'm concerned that by doing a great thing we're forgetting about the little things. So I would just look for many of the things that are put on the signs to be all-encompassing. It's one of my personal pet peeves that when you drive up 293 you see Verizon Wireless, Convention Center, Minor League Baseball Stadium, Fisher Cats Stadium; you get to where they have the sponsorship sign, you see Merchants Auto.com. I think some of the things that we need to do to prepare for this aren't going to end up on the signs. Two of those are Southern New Hampshire and the VA Medical Center, which are very close to my heart. I would just look for possibly, and I hate to say it because I hate signs, a bigger sign at some of our major intersections that include the Temple or the Masonic Building, things that get other signage that we're looking to remove.

Chairman Osborne asked, Mr. MacKenzie, is this something we can bring back next meeting? You don't need any motion here.

Mr. MacKenzie stated we are hoping to go out to bids. I don't think the actual wording on these are required to go out to bid, but we do want to keep the process moving. I did want to respond to the concerns that he brought up. For example,

the Vet Center has created some confusion because it's not the Veterans Hospital. The Vet Center is not related to the Veterans Hospital. Also, Southern New Hampshire University, as we go through the hierarchy, we realize that it's best to direct people who don't know where SNU is to Exit 9 on 93. Therefore, they do not drive through a lot of the north end neighborhoods. So we've identified a hierarchy; the Veterans Hospital would be identified, but out at Wellington Road and Mammoth Road. Exit 8 would be their prime intersection. We wanted to work with these groups so people will recognize that there should be a prime exit for most of these, so you don't have people wandering around. And again, Southern NH University, it's best to get off at Exit 9 because then you really have to go through very few neighborhoods to get there and you don't want to encourage traffic on upper Elm, River Road, Union Street. So, we will be working with them to have best exits, and not to stream people through. And the Vet Center would get a small sign on Webster Street, but it's not the Veterans Administration Hospital. We're trying to resolve some of those problems.

Alderman Roy stated okay, and while I don't disagree with you on your thought process of routing people, and trust me, I'd love to keep the traffic for Southern New Hampshire off of my residential streets in Ward 1, but the practicality is that with a River Road address and Google and other things that...you know, Google maps...people are going to find it off the Amoskeag Bridge, which it currently has a number of signs, including 293, the Amoskeag Bridge, and that intersection. So, again, I'll defer to your experience and your knowledge but I really would like, if they're going to have something as basic as City Hall, that it have some of our major attractions as well. But I would like to, just to keep it moving, move that we do go forward with the pilot program and ask Mr. MacKenzie to do his due diligence.

Chairman Osborne asked the due diligence doesn't cost us any money does it?

Mr. MacKenzie responded he would like us to make sure that...

Chairman Osborne interrupted I'm talking about the bid and everything.

Mr. MacKenzie stated the bid doesn't cost any money, no. But we will have to pay them once we actually get the materials.

The motion of Alderman Roy was seconded by Alderman O'Neil.

Alderman O'Neil asked Bob, isn't one of the basis of this whole thing to get rid of the amount of signs in the City of Manchester? I know we've become the city of signs; we're no longer the Queen City, we're the city of signs. That's part of this.

Mr. MacKenzie stated part of this is there are so many signs now that people can't find where they're going. There are just too many signs and it's too confusing, and it doesn't look good at the major entrances.

Alderman O'Neil stated thank you.

Alderman Long asked Bob, once you put these signs up, is there possibilities of adding on other locations or does it pretty much stays as it is, with five areas?

Mr. MacKenzie asked what do you mean, the five areas?

Alderman Long responded right now the most that you have is five locations, five listings on each sign. Is that the max per sign?

Mr. MacKenzie responded that is the max that's really readable at the speed that people typically go by. Except for downtown pedestrian signs, if you have more than five, people can't read through all of them. What we will do for Alderman Roy's intersection, we're actually going to have two signs, so that we do have the Verizon Wireless Arena and we'll have them spaced at a distance that people can see the first sign and understand what that says, and then the second sign as well. Frankly, five is the max you can go to really comprehend.

Chairman Osborne stated we can move on this, but we can still bring it back for discussion. Yes, I'd like to put that back on the agenda for next time, Carol.

The Chairman called for a vote on the motion to approve the pilot program for the Wayfinding Sign Package. There being no opposition, the motion carried.

Chairman Osborne stated we only have about a minute. Mr. Pepino is not here?

Ms. Johnson stated he was.

Chairman Osborne stated he was here, but I guess not. I just wanted to see if I could sneak him in. Maybe next time. We don't want to bring up anything in the tabled items. We don't have the time.

TABLED ITEMS

12. Communication from Alderman Shea proposing the establishment of a Manchester Crime Prevention Committee.

(Tabled 12/12/2006)

This item remained on the table.

13. E-mail communication from Jennifer Drakoulakos expressing her concerns regarding traffic flow and parking problem on A Street.
(Tabled 04/17/2007)
This item remained on the table.
14. Communication from Deputy Chief Lussier submitting information relating to tasers and responding to questions raised regarding the department's priorities.
(Tabled 07/10/2007)
This item remained on the table.
15. Ordinance amendment relating to restrictions on registered sex offenders.
(Tabled 09/04/2007 – pending further research by the City Solicitor office.)
This item remained on the table.
16. Communication from Jim Hoben, Deputy Traffic Director, seeking clarification from the City Solicitor regarding any liability issues associated with placement of nonstandard MUTCD signage and seeking the committee's direction in the installation of such signage.
(Tabled 09/04/2007)
This item remained on the table.
17. **NO THROUGH TRUCKS:**
On Front Street from the I-293 On-Ramp to Goffstown Road, southbound Alderman Forest
(Tabled 09/04/2007)
This item remained on the table.

On motion of Alderman Long, duly seconded by Alderman Shea, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee